

Dear Mr. Lacy-



6-8-99

This morning I had a discussion with John Corson concerning the IOT involvement of our properties. We met at his farm.

8 Mrs. Corson & I are both in the same boat in the respect that if IDOT would just move the proposed route 100-300^{yds} west we would both have the ability to salvage our properties. I would be able to go ahead & build a country home & he would have access to his sheep operation & his farm would not be severed as badly.

You mentioned to me that if the road was moved west Randy Downey would lose his house. Between my property and Randy's property there is a very large field. I don't understand why this couldn't be moved at least to this field, between my land & Randy's. It might take part of a pond but it looks to me like no houses would be in the way. We would all be treated more fairly.

Just a slight adjustment would help immensely. Please give me a call sometime after 2 PM 309-837-4579, as I have a number of other questions related to

Call you today but you were in a meeting

Sincerely,
Cheryl Douglas

P.S.

I would possibly still be able to build on the acreage east of your proposed route - however IDOT has 100 feet of the east portion marked for an easement (access) road. If I only own 7 acres, & IDOT is going to take a chunk off of each side, the property is basically not suitable anymore. I would hope if IDOT has this intention they would just buy the entire property rather than leave me with an acre or two in the middle of no where, which would just be a burden.

Paul - Look at her concerns and suggestions to alleviate impacts to property owners. If we cannot do what she says we should be able to justify to her. ~~Let's~~ let's discuss when you get the time.
The



Illinois Department of Transportation

Division of Highways / District 4
401 Main Street / Peoria, Illinois / 61602-1111
Telephone 309/671-3333

September 22, 1999

STUDIES & PLANS - PHASE I
FAP Route 315 (IL 336) & FAP Route 310 (U.S. 67)
Macomb Area Study
McDonough County
Job No. P-94-152-91
Catalog No. 031483-00P

Ms. Cheryl Douglas
529 N. Randolph St.
Macomb, IL 61455

Dear Ms. Douglas:

Thank you for your May 2, 1999 and June 8, 1999 letters regarding the Macomb Bypass Study. A copy of your letters are included with this response. Thank you also for the copy of the plat of your property. This information is very helpful to the Department in keeping track of property owners and parcels. As you indicated, the proposed bypass presented at the April 28, 1999 public informational meeting at Edison School showed the bypass as impacting your property. Property severances, the impact on property use, agricultural impacts, access, along with environmental and engineering impacts are all factors which are considered in analyzing and determining a proposed alignment location.

Based on input from you and others, the Department is studying in detail an alignment shift of approximately 400 feet to the west in the vicinity of your property. This western alignment alternate would not impact your property. A western shift of the alignment further west is not desirable due to the location of Spring Creek and heavily wooded areas to the west.

In your June 8, 1999 letter you expressed concern regarding a western alignment alternate and its impacts to Randy Downey's property, particularly his house. Thank you for your alignment suggestion in your letter. You asked the Department to study an alignment alternate which crosses a large field between your property and the Downey property while also reducing impacts to John Corson's property, particularly his sheep pasture. An alignment of this nature, you felt, would save the Downey residence and Corson's sheep operation. The Department is analyzing alignment in the area you have expressed concern and is evaluating overall impacts to determine a preferred location.

In the past you have expressed concern regarding the close proximity of the bypass to your house and buildings and related devaluation of your property. In addition to consideration of shifting the bypass alignment approximately 400 feet to the west, the Department is studying lowering the proposed bypass profile in the vicinity of Adams St. and further north. A lower bypass profile places the alignment in a "cut" section, which attempts to minimize visual and noise impacts for your proposed residence and other residents along Adams St. and CH 14 (900E). A detailed noise study is currently underway to determine noise levels as a result of proposed highway improvements.

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SEP 27 1999

PARSONS BRINCKERHOFF
CHICAGO, IL

Ms. Douglas
September 22, 1999
Page 2

The Department will present the recommended alignment, profile, and associated impacts at a public hearing tentatively scheduled in 2000. The public hearing will be used by the Department to receive further public input on the refined alignment location. As you requested in your May 2, 1999 letter, a black and white copy of the exhibits used at the April 28, 1999 public informational meeting is included with this letter.

Thank you for your interest in the Macomb Bypass. If you have further comments or questions, please contact Paul Heeg at (309)671-3462 or Tom Lacy at (309)671-3453.

Very truly yours,

Joseph E. Crowe
District Engineer



By: Roger Locke
Acting Program Development Engineer

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cc: Project File (P. Heeg)
Parsons Brinckerhoff (Attn: Mark Henderson)

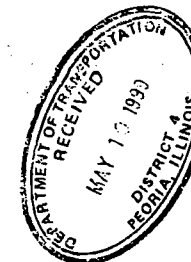
wiu Western
Illinois
University

BIOLOGICAL SCIENCES

WAGGAMER HALL 316
1 UNIVERSITY CIRCLE
MACOMB, IL 61455-1390
309/298-2408

May 6, 1999

Illinois Department of Transportation
Division of Highways/District 4
D. E. Risinger, District Engineer
401 Main Street
Peoria, Illinois 616502-1111



Dear District Engineer Risinger:

Comments on the proposed Macomb Bypass:

I attended the Macomb Area Study - Public Meeting held on April 28, 1999 in Macomb. While I was talking to your environmental specialist, she asked that I send information on endangered and threatened species that occur in or near the study corridor. At this time I am aware of the following:

Bobcats

I saw a bobcat cross road 1350N just west of Spring Creek immediately west of the study corridor. The sighting was in February of this year. When this was mentioned to one of my neighbors (Dave McDaniel, 170 Flint Rd., Macomb) who lives near this location and spends a lot of time at the Macomb Speedway, he indicated that he has been seeing bobcats in that area for the past three years and their tracks have been seen at the Speedway. I have heard of other reports that signs and sounds have been reported at Argyle State Park. It seems plausible that the home range for these animals extends from the Spring Creek watershed west through the Flint Hills Subdivision to Argyle State Park.

Brown Creeper

I live approximately 3000 ft. west of the recommended alignment in the Flint Hills Subdivision. Over the past 18 years my wife and I have seen brown creepers on numerous occasions in our yard and other locations in the Flint Hills Subdivision. While I have not seen an actual nest in the area, the number of sightings would warrant a detailed study.

Concerns about moving the alignment farther west

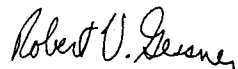
Recently I have been told by Dr. Edwin Franks, who manages the local bird count, that IDOT is considering the possibility of moving the road alignment farther west than presented at the public meeting to avoid environmentally sensitive areas. It is my opinion that the habitat to the west is of greater value since it is habitat for the bobcat and possibly other endangered species. This area has wildlife corridors that link it to Argyle State Park which enhance its environmental value and the possibilities for listed species.

A-100

Another concern, if the corridor is moved west, is that it appears that at least four homes would be in its path. The Flint Hills Subdivision which is a community of approximately ten families also lies within this corridor. This alignment would divide, severely impact, and curtail future development in this subdivision. The township road that now allows entry to this subdivision (Flint Road) would be cut off. It currently is a school bus route and the only means of ingress and egress for this community.

I hope this information will be of value in helping you select the corridor that has the least impact on environmentally sensitive areas and local neighborhoods.

Sincerely yours,



Robert V. Gessner, Ph.D.
Professor of Biological Sciences



Illinois Department of Transportation

Division of Highways / District 4
401 Main Street / Peoria, Illinois / 61602-1111
Telephone 309/671-3333

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September 17, 1999

SEP 22 1999

PARSONS BRINCKEHHUFF
CHICAGO, IL

STUDIES & PLANS - PHASE I
FAP Route 315 (IL 336) & FAP Route 310 (U.S. 67)
Macomb Area Study
McDonough County
Job No. P-94-152-91
Catalog No. 031483-00P

Dr. Robert V. Gessner, Ph. D.
Professor of Biological Sciences
Waggoner Hall 316
1 University Circle
Macomb, IL 61455-1390

Dear Dr. Gessner:

Thank you for your May 6, 1999 letter regarding the Macomb Bypass Study. A copy of your letter is included with this response. Thank you also for providing information on endangered and threatened species in the study area. Environmental impacts, including the impacts on species, property severances, the impact on property use, agricultural impacts, access, and engineering impacts are all factors which are considered in analyzing and determining a proposed alignment location.

Based on further study by the Department and on comments received since the April 28 meeting, the Department is studying a westward alignment shift of up to 500 feet in the area between the Lamoire River and CH 14. This western alignment alternate attempts to minimize impacts to bird habitats and wetlands north of the river. The particular bird habitats affected include the brown creeper, henslow's sparrow, and loggerhead shrike. The impact to these bird habitats and others are being addressed in the Department's environmental impact statement for the Macomb Bypass study. The western alignment under study is located on the west side of the bird habitats as opposed to more directly through them, as was presented at the April 28 meeting. A western alignment shift also reduces the impact of property severances for the property owners north of Adams St. and increases the distance of the bypass from residents along 900E. You stated in your letter that you did not recommend a western alignment shift because of impacts to the bobcat habitat, Flint Hills Subdivision, and Flint Rd.. As you indicated, locating the alignment further west is not desirable due to the location of Spring Creek, residential areas, and heavily wooded areas to the west. The Department is not currently studying moving the alignment in the vicinity of Flint Hills. The western alignment currently under study is located approximately 1000 feet east of Flint Rd. near the race track.

The Department is also studying in detail dropping NW-3 as the preferred alignment in favor of NW-2. The NW-2 alignment minimizes impacts to the wooded area north of CH 14. This wooded area is a continuation of the woodland around Spring Lake. The NW-2 alignment follows the edge of the wooded area and does not cause the woodland fragmentation that occurs with NW-3.

A-101

Dr. Robert V. Gessner, Ph. D.
September 17, 1999
Page 2

One of the Department's landscape architects is currently studying the native plants and trees within the project limits and will be working on a plan for tree replacement and native plantings. Where possible, the Department is studying purchasing land and extending existing wooded areas, such as the area north of CH 14, to expand the natural habitat of impacted wildlife. If you would like to provide input on this subject, please write or contact Paula Green, District Environmental Coordinator, at (309)671-3478.

Based on your comments, the Department is investigating the area further to determine the potential impacts of the proposed bypass to the bobcat habitat. Based on the Department's knowledge, the bobcat favors creek or river valleys and wooded areas. The proposed structure over the east fork of the LaMoine River in the northwest quadrant will provide area for wildlife to pass underneath undisturbed by traffic. Numerous culverts in the northwest quadrant will also provide passages for wildlife to use.

In the vicinity of CH 14, the bypass profile is proposed to be elevated as it crosses CH 14. Placing the bypass over CH 14 is another attempt to minimize the disturbance to wildlife.

In addition to studying a western alignment shift of up to 500 feet to the west, the Department is studying lowering the proposed bypass profile north of Adams St.. A lower bypass profile places the alignment in a "cut" section, which attempts to minimize visual and noise impacts for the residents along 900E and in Flint Hills. A detailed noise study is currently underway.

The Department will present the recommended alignment, profile, and associated impacts, including impacts to the bobcat and brown creeper, at a public hearing tentatively scheduled in 2000. The public hearing will be used by the Department to receive further public input on the refined alignment location.

Thank you for your interest in the Macomb Bypass Study and additional information on wildlife habitats. If you have further comments or questions, please contact Paul Heeg at (309)671-3462 or Tom Lacy at (309)671-3453.

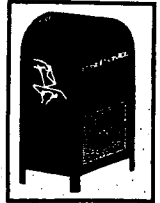
Very truly yours,

Joseph E. Crowe
District Engineer

Roger E. Rocke
By: Roger Rocke
Acting Program Development Engineer

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cc: Project File (P. Heeg)
Parsons Brinckerhoff (Attn: Mark Henderson)
T. Lacy
P. Green



We want your comments on the proposed Macomb Bypass.
We encourage you to make your views a part of the official record.
Written comments received within 10 days of this meeting will be included in the official record and will receive equal consideration along with the statements received at this meeting.

My comments are:

I support the "no action" alternative as this project can not be justified based on traffic, destroys farmlands and is harmful to our environment and wildlife. I also believe the costs exceed any economic development benefits. If the state insists on building, the northwest segment should be done first. It makes sense as a direct bypass for Route 67, and there nothing major wrong with either alignment.

The northwest segment has many problems, in addition to being a very indirect (about 7 miles extra) way of moving east-west traffic around Macomb. It requires an expensive, destructive crossing of the LaMoine River and its floodplain and at least one more expensive ravine crossing on the Thell property in Section 28. Just north of that, it cuts the Corbin Sheep Farm in half.

Taking the centerline there west about 300 feet would go a long way toward preserving the value of the property and make it easier to bend into the NW-2 alignment, which could be taken a little further southeast at Tower Road to avoid the 2 homes there. I see little reason to consider NW-3, which requires another expensive, destructive crossings of a nice, wooded ravine on city property in Section 28.

Please print:

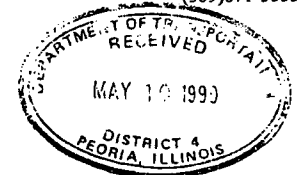
Name Dana Roy Walker
Address 315 N. Madison St.
City/State/Zip Macomb, IL 61455
Phone No. (309) 833-3268

Illinois Department of Transportation
Division of Highways/District 4
D. E. Risinger, District Engineer
401 Main Street
Peoria, Illinois 61602-1111
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DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS

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DISTRICT 4
PROG. DEVELOPMENT



MACOMB AREA STUDY - PUBLIC MEETING - APRIL 28, 1999

Welcome to the drop-in session for the Macomb Bypass Study.

This session is being held so that the Illinois Department of Transportation can present the most recent

The exhibits show the remaining possible alignments for a four lane freeway in the Northwest and Northeast corridors.

information about the Macomb Bypass project and hear your questions and comments.

The meeting is conducted in an open house format. The exhibits show the remaining possible alignments for a four-lane freeway in the Northwest and Northeast corridors. Please review the exhibits and discuss the project with the representatives present.

We want to hear from you.

Please feel free to ask questions and express your opinions. Your input is important. There are several ways you may comment on the project:

- Illinois Department of Transportation personnel and their consultants are present to answer your questions and receive your comments.
- On the back of this handout is a comment form which you may fill out tonight and drop in the comment box.
- Mail your comments to:
Illinois Department of Transportation
D. E. Risinger, District Engineer
401 Main Street
Peoria, IL 61602-1111

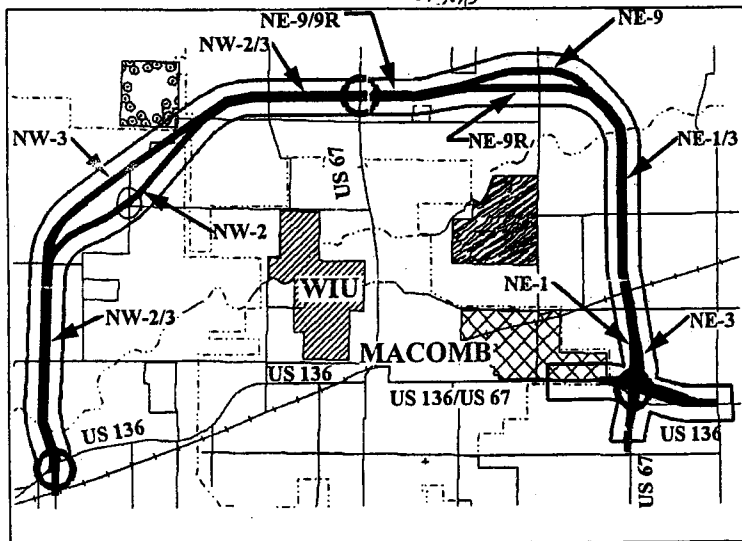
Please feel free to ask questions and express your opinions.

Alignments being considered include:

- Two in the Northwest - NW-2 and NW-3.
- Two in the Northeast - NE-9 and NE-9R.
- Two at US 136 East - NE-1 and NE-3.
- The "No Action" Alternative.

*NW 2 - much less impact on W. land + river
a little further SE
w/ tower Rd.
push & W. w/ Corsons
hearing*

- Evaluate and respond to comments received.
- Finalize alignment selection.
- Present the preferred alternate at the next public hearing.



RECOMMENDED ALIGNMENT
PROPOSED INTERCHANGE
PREFERRED BUT STILL UNDER STUDY
STUDY CORRIDOR



Illinois Department of Transportation

Division of Highways / District 4
401 Main Street / Peoria, Illinois / 61602-1111
Telephone 309/671-3333

September 23, 1999

STUDIES & PLANS - PHASE I

FAP Route 315 (IL 336) & FAP Route 310 (U.S. 67)
Macomb Area Study
McDonough County
Job No. P-94-152-91
Catalog No. 031483-00P

Mr. Dana Roy Walker
315 N. Madison St.
Macomb, IL 61455

Dear Mr. Walker:

Thank you for your comments from the April 28, 1999 public informational meeting at Edison School regarding the Macomb Bypass Study. A copy of your comments is included with this response. In your comments you stated your preference for the "no build" alternative. You also stated your preference to have the bypass constructed in the northeast quadrant first. The Department's current five-year program contains no funding for the construction of any portion of the Macomb Bypass. However, the Department is continuing to study the Bypass and is expected to complete the current Phase I study in 2000. The Department is performing a detailed study regarding such issues as impacts on property use, noise issues, property severances, agricultural impacts, access, environmental issues, and engineering impacts prior to determining a preferred alignment location.

Based on input from you and others since the April 28 meeting, the Department is studying in detail an alignment shift of up to 500 feet to the west between Adams St. and CH 14. This western alignment alternate attempts to preserve most of John Corson's sheep operation, which you also expressed concern about in your comments. A western shift of the alignment completely off of John Corson's property is not desirable due to the location of Spring Creek and heavily wooded areas to the west.

In your comments you mentioned the northwest bypass as being an indirect way of moving east-west traffic around Macomb. In the past few years, the Department studied three alignment alternates east of 900E. These alignment alternates provided a more direct connection to US 67 but were dropped because of extensive environmental impacts. The bypass should provide a more efficient movement of through traffic as compared to the in-town route with lower posted speeds, stop lights, train delays, and potential traffic movement conflicts.

You also expressed concern about the crossing of the LaMoine River. The height and length of the structure will provide an area for wildlife to pass underneath undisturbed by traffic. The Department is also studying a westward alignment shift in the area north of the river to Adams St. to further reduce impacts to several bird habitats and a wetland just north of the river.

Mr. Walker
September 23, 1999
Page 2

Based on public input since the April 28 meeting and additional detailed study, the Department is considering eliminating the NW-3 alignment in favor of NW-2. As you indicated in your comments, the NW-2 alignment minimizes impacts to the wooded area north of CH 14. This wooded area is a continuation of the woodland around Spring Lake. The NW-2 alignment follows the edge of the wooded area and does not cause the woodland fragmentation that occurs with NW-3.

The Department will present the recommended alignment, profile, and associated impacts at a public hearing tentatively scheduled in 2000. The public hearing will be used by the Department to receive further public input on the refined alignment location. You noted on your comment sheet that the time frame of 10 days for the Department to receive public comments is too short. The Department has been accepting and will continue to accept public comments on any aspect of the Macomb Bypass until after the final public hearing.

Thank you for your interest in the Macomb Bypass. If you have further comments or questions, please contact Paul Heeg at (309)671-3462.

Very truly yours,

Joseph E. Crowe
District Engineer

Roger E. Rocke

By: Roger Rocke
Acting Program Development Engineer

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cc: Project File (P. Heeg)
Parsons Brinckerhoff (Attn: Mark Henderson)
T. Lacy



We want your comments on the proposed Macomb Bypass.
We encourage you to make your views a part of the official record.
Written comments received within 10 days of this meeting will be included in the official record and will receive equal consideration along with the statements received at this meeting.

My comments are:

We feel that the northwest bypass would be a bad idea.

My husband has seen a bobcat in the area 3 times since we have moved to Flint Rd in Oct. of 1998. (we have marked it on the attached map) David has seen tracks around the local speedway which is just west of Spring Creek on CR 1350 N at 850th E for approximately four years.

I also notice that no homes are marked on this geological survey map. There are 11 houses in the "sub-division" beside the race track - Flint Rd, Flax and Flag Rds.

Thank you for your consideration.

Please print:

Name
Address
City/State/Zip
Phone No.

David & Deborah McDaniel
170 Flint Rd.
Macomb, IL 61455
(309) 833-5232

Illinois Department of Transportation
Division of Highways/District 4
D. E. Risinger, District Engineer
401 Main Street
Peoria, Illinois 61602-1111
(309) 671-3333



A-104